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MONTREAL EMIGRANT SOCIETY.

REPORT.

The Montreal Emigrant Society consider it due to themselves, to the public at large and to the emigrant population which has arrived in this country during the navigation season of 1832, to render an account of their proceedings as stewards of those funds arising from the Emigrant Tax Bill, which have been placed at their disposal.

The Society commenced their operations on the 12th May last, by the examination of the Tenders which had been received, in consequence of an advertisement to that effect, for the transport of Emigrants to different parts of Upper and Lower Canada, both by the line of the St. Lawrence and of the Ottawa Rivers.

The Society were anxious to give to the inhabitants of Upper Canada, as much benefit as possible of the Emigrant Tax Bill, in the only way in which it could be done, viz. by forwarding destitute Emigrants as far into that Province as their funds would permit. They therefore accepted Tenders for transport, by the line of the St. Lawrence as far as Niagara, the Head of Lake Ontario, York, and all the intermediate places to the Province line. But they regret to say they could not feel themselves justified in entering into any contract for transport by the line of the Ottawa, because, according to the tender received for that route, it was found that each Emigrant landed at Bytown would cost the Society two shillings more, than each Emigrant landed at Niagara or York. And it was not till very late in the season that the owners of the craft on the Ottawa, agreed to transport Emigrants to Bytown at less than half their first tender, an abatement of which the Society immediately availed themselves, for the benefit of the very small portion of Emigrants whose views led them to seek a settlement on the Ottawa River.

The Society are well aware that much has been [illegible]d and written, and that great exertions have [illegible]en made to influence the different authorities of [illegible]e country, in favour of the route by the Ottawa River and line of the Rideau Canal. But this Society were governed in their proceedings, in this respect by the facts already stated, and by the additional facts, that when the Society commenced their operations of the past season, and for some time after, the Rideau Canal was not open—and after it was open, the means of conveyance even to Bytown were, besides the high price, inadequate to the transport of one-half of the number of Emigrants seeking for passage to Upper Canada; and from Bytown upwards, they must be left at the mercy of the owners of a single craft, which could not carry many more than a common durham-boat.

The Society are moreover of opinion that the same advantages enjoyed by the line of the St. Lawrence over that of the Ottawa and Rideau Canal in point of facility and cheapness of conveyance, must continue until the circumstances by which they are caused shall be changed. The Province of Upper Canada and the American States bordering on the St. Lawrence and its Lakes, annually grow large quantities of agricultural produce which is sent to Montreal, its only certain market, in craft of various dimensions according to the nature of the navigation—this produce greatly exceeds in bulk the goods which are sent from Montreal in return, consequently these craft find much more freight down than up—and consequently many of them return partly loaded or light. The Ottawa country, on the other hand, does not supply any produce to the Montreal market—the exports from that quarter consisting of timber which is always sent in rafts to Quebec. Indeed the lumber trade on the Ottawa, annually requires large supplies of provisions from Montreal. Consequently the freight from Montreal to Bytown and Hull, much exceeds the freight downwards It must therefore be evident that so long as this state of things exists, and until there be a sufficient quantity of trade by the Ottawa, to create an equal competition to that which exists on the St. Lawrence, this last route must continue to enjoy its present superiority in point of facility and cheapness of conveyance.

There are some other advantages to the emigrant in the line of the St. Lawrence, which the Society take this opportunity of stating. First, the difference in the distance to Kingston is sixty miles in favour of the St. Lawrence route, the emigrant with his aged, his infirm, his sick, his helpless children, and his luggage, can proceed to any port on either of the Lakes Ontario or Erie without suffering more than one transhipment, viz. at Prescott; whereas by the Ottawa and Rideau, he must suffer no less than five, viz. at Lachine, Carillon, Grenville, Bytown, and Kingston. Thirdly, when the emigrants arrive at Kingston by this last route, they run the risk of being detained there for several days for want of conveyance.—The Steamboats which merely touch at that port being often too full to take them—or too much hurried to receive them in any considerable numbers—whereas when they arrive at Prescott by the St. Lawrence, they find not only abundance of immediate conveyance by means of *return craft*, but such a competition as to enable them to proceed at almost their own price. Something might be said of the superior comfort to emigrants by the St. Lawrence, caused by the difference of passing through a well settled, and a thickly wooded and thinly inhabited country. But the comforts by the one route as far as Prescott, and by the other as far as Kingston, are so very small, that any advantage that may, in this respect, be found in the one rather than the other, cannot be of very great importance.

The Society met with no difficulty in conducting their operations until a few days after the breaking out of that pestilence which committed such dreadful ravages in this city; when the boatmen, employed by their contractor, and indeed by the whole body of forwarders, were seized with the universal panic, and every day brought fresh accounts of the abandonment of boats by their crews, along the whole line of the route from Lachine to Prescott. In this dreadful dilemma, the zeal, assiduity, and humanity of their contractor, Mr. Whiting, gave entire satisfaction to the Society. For, at a time when none of those forwarders who had property to an immense amount, for the safety of which they were responsible, placed in jeopardy by the abandonment of boats by their crews, could induce them to return to their duty, by entreaty, by offers of extra pay or by threats of punishment, Mr. Whiting found means, by an extra expenditure of more than £100, to forward in waggons the passengers by those of his boats which had been abandoned by their crews at various points on the line of communication with Prescott. The same cause which, at this period, stopped the further progress of boats on their route to Prescott, operated here, as a complete bar to the further proceedings of the Society, from the 20th June, to the 2d July. But when at this period the panic had so far subsided, that boatmen could be procured, though at high wages, the Society, considering that they were bound to share with their contractor the weight of this unexampled calamity, agreed to an increased price, amounting to nearly fifty per cent. above their contract, until such time as the fatal epidemic should have so far abated in its violence, that boatmen could be procured at ordinary prices. In consequence of this unforseen but necessary expenditure, which amounted to £257 9 11, and in consequence of the loss sustained to the Emigrant fund, by the arrival at Quebec of 22,000 Emigrants who were not liable to the tax, a full proportion of whom were nevertheless forwarded by the Society, it was fonnd that the receipts of the Society had fallen far short of their expenditure. They were, however, quickly relieved from this embarrassment, by the assistance of His Excellency the Governor in Chief, who promptly granted them an aid of £350—and by the subsequent generous contribution of £127 16 5, by the Citizen's Committee for Emigrant and Sanitary purposes, they were enabled to close their labours for the season, with the satisfactory reflection that all the destitute Emigrants who had sought for relief, had met with it at their hands.

The following statement exhibits the number of Emigrants relieved by the Society, as well as their receipts and expenditure from the 12th May, to the 5th Nov. 1832:—

STATEMENT.

Return of the number of Poor and Destitute Emigrants forwarded and Relieved by the Montreal Emigrant Society, from the 23d May, 1832, to the 1st November, 1832, according to the Act of the Provincial Legislature, 2 Wil. IV. c. 17.

Where sent.	Distance from Montreal	Adults.	Under 14	Under 7.	Infants.	Total.
To Upper Canada—						
Cornwall	Miles. 80	161	48	69	35	313
Prescott	140	2778	1077	1464	591	5910
Brockville	150	506	121	198	101	926
Kingston	200	326	105	146	0	637
Cobourg	300	5	4	4	1	14
Port Hope	310	2	2	2	1	7
York	380	88	36	52	26	202
Niagara	496	4	2	3	2	11
By Town	120	70	28	40	13	151
In Lower Canada—						
Laprairie	9	184	37	82	31	334
Quebec	180	1	1	1	0	3
Chateauguay	15	13	2	10	6	31
Godmanchester		1	0	2	1	4
St. Andrews	45	5	2	3	2	12
Point Fortune	50	9	3	7	1	20
Chatham	48	1	0	0	0	1
Three Rivers	90	4	1	4	1	10
William Henry	45	2	0	1	1	4
Carillon	50	56	19	32	10	117
Granby	50	10	8	6	1	25
Cascades	33	3	0	0	1	4
Lancaster	65	7	2	4	2	15
Petite Nation	90	2	2	2	0	6
Coteau du Lac	49	1	0	0	0	1
Stanstead	100	2	2	1	0	5
Total number forwarded		4241	1502	2133	887	8763

Forwarded to Upper Canada		8171
in Lower Canada		592
Total ...		8763
Natives of	England	2365
	Ireland	6854
	Scotland	856
	Wales...	169
Total ...		10244
Passages procured for...		8763
Employment, Labourers		1197
Servants		284
Total relieved ...		10244

The total amount produced by the Statute of 2 Wil. IV. c. 17. is stated to be £6606 9 0 of which one-fourth is available to this Society.

	£	s.	d.
is available to this Society.	£1651	17	3
By an aid received from the Governor in Chief	350	0	0
By an aid from the Sanitary Committee	127	16	5
By Tickets sold at half-price	9	16	11
	£2139	0	7

Disbursements.

	£	s.	d.
For Passages	1800	6	6
Provisions	26	9	9
Printing, Stationery, Advertisements and returns required by law... ...	50	0	0
Office Furniture, Repairs, Stoves, &c.	40	2	0
Office contingencies, Postages, &c. including fuel...	15	0	0
Five Newspapers	5	0	0
Secretary's Salary	100	0	0
Superintendant's ditto	60	0	0
Rent of Office	30	0	0
	£2126	18	4½

From this statement it will be apparent, that each emigrant forwarded by the Society has on the average cost for passage and provisions 4s. 3d. and including all expenses of office rent, Secretary, and Overseer's salary, stationery, printing, &c. the sum of 4s. 11d.—and when it is considered that many were sent as far as Niagara, York, Cobourg and Kingston, that the Society paid for the transport of luggage, to the extent of an average of one hundred weight for each family, and furnished provisions for the whole voyage to all who stood in need of that assistance—and when the extra expenditure occasioned by a calamitous visitation of Providence is taken into account, the Society feel confident that they will be found to have been as faithful stewards of funds placed in their hands by Legislative enactment, as in the panic season they proved themselves to be in the application of monies procured by voluntary contributions.

JOHN TRY, *Chairman.*

JOHN BETHUNE, *C. Secretary.*

JOHN C. GUNDLACK, *R. Secretary.*

Montreal, Nov. 5, 1832.